AMENDMENTS TO THE SPECIFICATION

Please amend the Specification as follows:

Please amend the Title, page 1, line 1 of the Specification as follows:

Method and System for Stopping Elevators Using AC-motors Driven By Static Frequency Converters

Please amend paragraph [0009] beginning on page 2 as follows:

[0009] With a drive according to the Ward-Leonard system and generating the activation by classical means, two mutually independent relays must interrupt either:

a. the rotor circuit
b. the ~~energising~~ energizing circuit of the generator
c. one relay interrupts the rotor circuit and the other interrupts the ~~energising~~ energizing circuit of the generator.

Please amend paragraph [0018] beginning on page 4 as follows:

[0018] This task is solved with the features of ~~the method claim 1~~ a method for stopping elevators, particularly by using at least one AC motor driven by a static frequency converter, in which a brake relay controls the brake of the motor so that de-energizing the brake relay will brake the motor, the brake relay being connected with a safety switch in such a manner that de-energizing the brake relay will reliably block the control impulses required for generating the driving motor field and ~~the subsystem claim 4~~ a system for implementation of said method, comprising an elevator safety circuit with preferably series-connected safety systems, acting via the elevator control upon the brake relay located in a frequency converter, said brake relay controlling the brake of the motor, the frequency converter comprising a frequency converter logic unit that produces control signals, used by the motor control power semiconductors contained in

the inverter, for a rotating-field-producing pulse pattern, and a safety switch, which is on the one side connected to the brake relay and on the other side to the power semiconductors, so that de-energizing the brake relay will disconnect the torque-generating, rotating field of the motor. Advantageous embodiments of said method and system are ~~covered by the subclaims~~ disclosed herein.

Please amend paragraph [0029] beginning on page 5 as follows:

[0029] The brake relay 6 is a relay according to EN 954-1, category 4, or can be ~~realised~~ realized by means of two monitored relays. By means of the contacts 19, the brake relay 6 controls the brake 15 of the motor 14 and acts upon the safety switch via contact 10. The safety switch preferably conforms to EN 81-1. The motor 14 can include multiple AC motors although, preferably, it includes a single AC motor.

Please amend paragraph [0030] beginning on page 5 as follows:

[0030] In order to reduce the contact wear, the power semiconductor 20 is connected in series with the contacts 19 of the brake relay 6. Due to the faster switching ~~behaviour~~ behavior of the power semiconductor 20, an erosion of the contact 19 is avoided. The power semiconductor 20 is also connected in series with the relay 17 that switchably connects to magnetizing current 16.

Please amend paragraph [0032] beginning on page 6 as follows:

[0032] The power part of the frequency converter 18 comprises a rectifier 11 rectifying the mains voltage, a direct voltage intermediate circuit 12 and an inverter 13, which is preferably made of six power semiconductors. A defined switching of the power semiconductor will generate a three-phase alternating voltage with variable basic wave amplitude and frequency. The output of the inverter 13, which is connected to the magnetizing current 16, is electrically connected to the motor 14.

Please amend paragraph [0037] beginning on page 6 as follows:

[0037] When the brake relay is ~~de-energised~~ de-energized by an actuated safety system, on the one hand the brake is actuated and on the other hand the safety switch 9 is blocked. Thus, the rotating field of the motor 14 generating the torque is turned, off and the brake 15 retards the drive. This stops the drive.